

NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of: *
*
"FIRE ON BOARD M/V COLUMBIA" *
DOCKET NO. DCA-00-MM030 *

INTERVIEW OF:

STANLEY R. JONES
Day-Worker
6:00 a.m. - 6:00 p.m.)
Third Assistant Engineer
M/V COLUMBIA

Interview Taken by:

Mike Jones
NTSB Human Factors Group Chairman

MR. Tom Roth-Roffy
NTSB Engineering Factors Group Chairman

Terry Weaver
NTSB Survival Factors Group Chairman

P R O C E E D I N G S

MR. MIKE JONES: The time is 11:42, Saturday, June 10th. And we are with Stanley Jones, the 3 A engineer.

And Mr. ~~STANLEY R.~~ JONES, would you give us your date of birth, please?

MR. STANLEY R. JONES: Two, twenty-three, forty-seven.

MR. MIKE JONES: And what licenses do you hold?

MR. STANLEY R. JONES: I hold an unlimited third assistant engineer's license from the United States Coast Guard.

MR. MIKE JONES: How long have you been in the marine industry?

MR. STANLEY R. JONES: Including Navy, probably 15 years.

MR. MIKE JONES: Okay. How long were you in the Navy?

MR. STANLEY R. JONES: I was in the Navy three years, nine months, 20 days.

MR. MIKE JONES: To the day.

MR. STANLEY R. JONES: Pretty close.

MR. MIKE JONES: All right. And when did you join Alaska Marine Highway System?

1 MR. STANLEY R. JONES: I came to work for
2 Alaska Marine Highway in 1990, 6/30/90.

3 MR. MIKE JONES: And prior to that?

4 MR. STANLEY R. JONES: I was in construction.
5 I was an equipment operator and a construction
6 superintendent, foreman, and dealt a little bit with
7 barges and off loading equipment, sea/land equipment
8 type of stuff.

9 MR. MIKE JONES: Okay. How long did you do
10 that?

11 MR. STANLEY R. JONES: Uh, forever. Off and
12 on for 15 years.

13 MR. MIKE JONES: For 15 years. Is that after
14 you got out of the Navy?

15 MR. STANLEY R. JONES: After I got out of the
16 Navy, I was a police officer.

17 MR. MIKE JONES: Police officer, okay.

18 And for whom were you a police officer?

19 MR. STANLEY R. JONES: I was a police officer
20 for the City of Sweethome, Oregon, and I was a police
21 officer for the City of Sheridan, Oregon. Don't go
22 there, Doug.

23 MR. MIKE JONES: ~~In~~ And Sheritondan?

24 MR. STANLEY R. JONES: Sheridan.

25 MR. MIKE JONES: Sheridan.

1 MR. STANLEY R. JONES: S-H-E-R-I-D-A-N.

2 MR. MIKE JONES: D-A-N. Okay.

3 And does that about do it for your resume,
4 career?

5 MR. STANLEY R. JONES: Yeah, give or take, you
6 know, a lot of nickel, dime stuff.

7 MR. MIKE JONES: Okay. - When did you first
8 join the, now, we have when you joined the Alaska
9 Marine, when did you first join this vessel, the
10 Columbia?

11 MR. STANLEY R. JONES: That has been off and
12 on since I have been here.

13 MR. MIKE JONES: Okay.

14 MR. STANLEY R. JONES: I got a permanent
15 position this year. And I was, I held this position
16 the last year all year, from, the dates escape me, but
17 probably around June, July of last year.

18 MR. MIKE JONES: Okay.

19 MR. STANLEY R. JONES: And when I did the yard
20 period, through the yard period, --

21 MR. MIKE JONES: Have you worked any other via
22 the Alaska Marine vessels?

23 MR. STANLEY R. JONES: Oh, yeah.

24 MR. MIKE JONES: Okay.

25 MR. STANLEY R. JONES: The Taku, the

1 Malaspina, the Tustumena, the Bartlett. And that
2 should be --

3 MR. MIKE JONES: Okay. Okay. All right.

4 Now, for this particular trip, the trip that the fire
5 occurred on, when did you join, when did you come
6 aboard?

7 MR. STANLEY R. JONES: Sunday the fourth in
8 Ketchikan.

9 MR. MIKE JONES: Sunday the fourth.

10 MR. STANLEY R. JONES: At about eight a.m.

11 MR. MIKE JONES: Okay. -- And were you coming
12 from another job ~~there~~ or coming from home or, --

13 MR. STANLEY R. JONES: No, I was coming from
14 home.

15 MR. MIKE JONES: From home.

16 MR. STANLEY R. JONES: And you flew in down
17 from Juneau--

18 MR. MIKE JONES: And you flew in from --

19 MR. STANLEY R. JONES: Juneau.

20 MR. MIKE JONES: Juneau. Okay.

21 Can you give me idea about generally what
22 your activities were home time, up until, up until the
23 time you came aboard the ship?

24 MR. STANLEY R. JONES: What I was doing?

25 MR. MIKE JONES: Yeah, just general, primary

1 stuff.

2 MR. STANLEY R. JONES: (inaudible)

3 MR. MIKE JONES: Anything that would be
4 particularly taxing, you know, big work load, cutting a
5 lot of grass.

6 MR. STANLEY R. JONES: (inaudible) that was
7 about it.

8 MR. MIKE JONES: Okay. -How long had you been
9 off?

10 MR. STANLEY R. JONES: Let's see, that is kind
11 of weird, because a good two, a good week and a half.

12 MR. MIKE JONES: Okay.

13 MR. STANLEY R. JONES: But, I am trying to
14 place, I did an assignment somewhere.

15 (Pause.)

16 MR. STANLEY R. JONES: Oh, I came off the yard
17 period.

18 MR. MIKE JONES: Okay. Off the yard period.
19 And so, you were home about a week and a half.

20 MR. STANLEY R. JONES: Yes.

21 MR. MIKE JONES: Is that right?

22 MR. STANLEY R. JONES: Yes.

23 MR. MIKE JONES: Okay. What is your, you
24 know, I am asking a lot of weird questions.

25 MR. STANLEY R. JONES: That is all right.

1 MR. MIKE JONES: That is what I do.

2 MR. STANLEY R. JONES: Ask whatever you want
3 to ask.

4 MR. MIKE JONES: I ask weird stuff.

5 MR. STANLEY R. JONES: It doesn't matter to
6 me.

7 MR. MIKE JONES: But, what sort of sleep
8 habits do you have when you are at home? Do you sleep
9 a straight eight?

10 MR. STANLEY R. JONES: (inaudible)

11 MR. MIKE JONES: Okay. Okay.

12 MR. STANLEY R. JONES: I have normal sleep
13 habits. I try to get at least eight, nine hours of
14 sleep a day.

15 MR. MIKE JONES: Okay. Do you, in fact, get
16 that?

17 MR. STANLEY R. JONES: Oh, yeah, if I am tired
18 I take a nap.

19 MR. MIKE JONES: Okay. - Okay. -Well, that
20 brings us up to the day you joined on the vessel, on
21 the fourth. Run me on up and give me an idea of what
22 your activities were once you came onboard.

23 MR. STANLEY R. JONES: Once I came onboard, I
24 checked in with the pursuer there, the normal routine.
25 The check in took a little longer this time. They had

1 some extra, different paperwork to do and I had to do
2 some running up and down to the chief and get that
3 signed. And then I just went about my normal business.

4 Checked in, unpacked, got a briefing from my relief,
5 spent probably an hour with him, finding out what took
6 place the previous week and that was the week, that is,
7 okay, that is it. That was the week my relief, who
8 was, my opposite, who was Tim Park, he was a relief out
9 of the hall, a lot of things had taken place that week,
10 you know, plug toilets, plug this, you know, the normal
11 stuff after you get out of the yard.

12 MR. MIKE JONES: Okay. So a lot of work.

13 MR. STANLEY R. JONES: There was a mMajor work
14 load, for their week, and they had solved quite a bit
15 of the problems, and he was just relaying to me what
16 problems weren't taken care of, such as, I remember one
17 distinctly, room 140, the air conditioning and the
18 heating system was still messed up and needed to be
19 worked on, and general stuff like that.

20 MR. MIKE JONES: Okay. Was there still a
21 whole lot of stuff that had to be done?

22 MR. STANLEY R. JONES: Well, when you come out
23 of the shipyard like that, and the problem with these
24 vessels, with the State of Alaska is that they lay this
25 ship up for six months at a time, and then they don't

1 give us the manpower to take care of the hotel. And
2 they call us and say you are going to gear up and be
3 ready in a week.

4 MR. MIKE JONES: Okay.

5 MR. STANLEY R. JONES: And then you have got
6 35, 45 miles of sewage lines, salt water lines, they
7 are just laying there for the whole six months with no,
8 no work done to them, and then it is up to us to get it
9 running in a week.

10 MR. MIKE JONES: Now, you are a day worker, is
11 that correct?

12 MR. STANLEY R. JONES: Yes.

13 MR. MIKE JONES: So, now I am not a mariner,
14 so you will have to help me out a little bit on it.

15 MR. STANLEY R. JONES: Sure.

16 MR. MIKE JONES: Does that mean you are
17 working this 12 hour shift?

18 MR. STANLEY R. JONES: I work a six to six at
19 night.

20 MR. MIKE JONES: You work six and six.

21 MR. STANLEY R. JONES: Six on, no, six a.m. to
22 six p.m. I don't work a six to six.

23 MR. MIKE JONES: Six a.m. to six p.m.

24 MR. STANLEY R. JONES: Right.

25 MR. MIKE JONES: So, that is 12 hours.

1 MR. STANLEY R. JONES: Yes.

2 MR. MIKE JONES: Okay. And so, you worked
3 thata 12 hour shift and then how long are you off?

4 MR. STANLEY R. JONES: Twelve.

5 MR. MIKE JONES: Off another 12.

6 MR. STANLEY R. JONES: That depends on whether
7 or not we have a green or a new engineer on watch.

8 MR. MIKE JONES: Okay.

9 MR. STANLEY R. JONES: I could at times be
10 asked to stand watch to break in an engineer at the
11 control panel.

12 MR. MIKE JONES: Okay. Did anything like
13 that happen this time?

14 MR. STANLEY R. JONES: No, no, no. But, I was
15 gearing up for it because we were bringing, this week
16 we would have been bringing out a new engineer and
17 later on this week, I would have went to a six and six.

18 MR. MIKE JONES: Okay.

19 MR. STANLEY R. JONES: Just to break in.

20 MR. MIKE JONES: All right. Does that kind of
21 thing happen frequently?

22 MR. STANLEY R. JONES: With this ship, yeah.

23 MR. MIKE JONES: Yeah.

24 MR. STANLEY R. JONES: Because we, we are real
25 low on, we don't have a, our personnel staff isn't up

1 to snuff right now -- junior engineers, oilers and
2 thirds operating ~~come out~~ we're running a little
3 short.

4 MR. MIKE JONES: Now, when you are working a
5 12 and 12 like that, what is your sleeping like? How
6 many hours --

7 MR. STANLEY R. JONES: I get off, I go have
8 dinner about 6:30, seven, and then I'm have kicked
9 tipped over by nine. Get up about five.

10 MR. MIKE JONES: Nine to five, so a good eight
11 hours.

12 MR. STANLEY R. JONES: ~~Four~~Or, I try to get
13 four, four-thirty, five, and have a cup of coffee, mess
14 around and then start the day.

15 MR. MIKE JONES: Now, when you are onboard
16 ship, how many hours of sleep would you say is normal
17 for you?

18 MR. STANLEY R. JONES: For me? Oh, a minimum
19 of eight.

20 MR. MIKE JONES: Minimum of eight, okay. And,
21 in fact, were you able to get the eight the day before
22 the fire this time?

23 MR. STANLEY R. JONES: No.

24 MR. MIKE JONES: What did you get?

25 MR. STANLEY R. JONES: Let's see, 10 o'clock

1 we worked on the bridge wing. The Bridge called up,
2 they had problems with the light on the indicator on
3 the starboard wing, so we went up and we changed the
4 light and we checked on their bow thruster toggle
5 switch. And when we took it apart, there is a
6 connection in there that didn't function correctly
7 ~~when~~and we put it back together, when the Captain went
8 to park the boat, he didn't have use of the bow
9 thruster, so, myself, the first engineer and the chief
10 engineer finished working the light, and then we
11 continued working on it, until we got it repaired. And
12 then there was some other things that took place that
13 night. We had a plugged drain in the gallery. We had
14 heating system down in 140 messing up. A couple of
15 other little items, nick-nacks that we just went ahead
16 and took care of. So, I got off about 10, got in bed
17 about 11, got back up about ~~four~~, four thirty a.m..

18 MR. MIKE JONES: Okay. Okay. And then you
19 were awake until the fire.

20 MR. STANLEY R. JONES: Yes.

21 MR. MIKE JONES: Okay. And I know they have
22 other questions for you concerning what happened with
23 the fire, and that kind of thing, so, I will cut off at
24 this point. I may come back and ask you some other
25 questions.

1 MR. STANLEY R. JONES: Sure.

2 CAPTAIN M/V COLUMBIA: I was asked by Captain
3 Capacci to bring you this name and phone number and
4 another business down in the Seattle area, for a
5 possible electrical expert. They got a name of a guy--
6 electric in Seattle. And he wouldn't be able to travel
7 up here. He is available by phone and there is another
8 firm here that may have somebody for us.

9 MR. TOM ROTH-ROFFY: Very good. Thank you.
10 Who gave you this?

11 MR. STANLEY R. JONES: Captain Capacci.

12 MR. TOM ROTH-ROFFY: Thank you very much.
13 Okay. Thanks.

14 MR. MIKE JONES: Tom, or Terry?

15 MR. TOM ROTH-ROFFY: Okay. I will go ahead
16 ask a couple of questions.

17 MR. STANLEY R. JONES: Sure.

18 MR. TOM ROTH-ROFFY: What I would like you to
19 do, Stan, if you can, is start from the time you went
20 lunch, which was about what time?

21 MR. STANLEY R. JONES: Let's see, finished up
22 in the basement, we had just picked up, there was a
23 lot, still some stuff around from the shipyard that we
24 were picking up and I was kind of cleaning up from, so,
25 probably about 10 to 12.

1 MR. TOM ROTH-ROFFY: Okay. If you would
2 start from the time you started your lunch and then
3 from that point on if you would describe everything
4 that happened, the sequence of events, if you can put
5 in some times.

6 MR. STANLEY R. JONES: Sure.

7 MR. TOM ROTH-ROFFY: Or how many minutes
8 transpired from one event to the next, if possible. I
9 mean, I know in the heat of an event, it is kind of
10 hard to remember, but if you do recall any of that.

11 MR. STANLEY R. JONES: Ordered lunch.

12 MR. TOM ROTH-ROFFY: Let me, just a little
13 more. Tell me everything that you saw, people that
14 told you stuff, what you told other people, what you
15 heard, what you saw, smelled, you know, basically just
16 try to visualize, if you would, from the time you are,
17 saying sitting at lunch, and then what happeneds.

18 MR. STANLEY R. JONES: Okay. Just went into
19 lunch about 10 to 12. Ordered lunch, and the chief
20 engineer, myself, the first, the off-watch or I think
21 Webster, Webster, was in there and Pat Wickets. And we
22 were just general BSing and at 12:10 it all went to
23 heck ---in a hand carry. The reason I know it was
24 12:10 is because I had just ordered lunch and she was
25 taking a little bit, because I wanted to get up to my

1 room, get my life jacket because we had a fire and boat
2 drill. And ~~in~~ ah, turned I looked at the clock, and
3 that is when the lights flickered and I said, that is
4 god damn ugly. And myself and the Chief and the First,
5 all got up about the same time. The Chief was ahead of
6 me, the First was behind me. At that point the three
7 of us were kind of letting each other know where we
8 were going. The First yelled, I am going to the
9 emergency generator room. I think the Chief said, I
10 heard the generator start, and I confirmed that I heard
11 it start. And I kind of, I think I said I am going to
12 the control room. And the Chief and I headed down the
13 port passageway, got to the 200 deck, the Chief
14 continued on down the passenger stairwell. I turned
15 and went down the crew quarters, the crew stairwell,
16 which accesses closer to the engine room.

17 And let's see. Scrambled my way to the
18 engine room hatch, now I don't think I touched the
19 stair going down in the engine room and I ran to the
20 control booth, and at that point I saw Lee Chapman, our
21 oiler, and Lee, Lee yelled at me, he said, "Don't open
22 the door, the control panel is gone." And I turned, I
23 was looking as he was telling me this.

24 MR. TOM ROTH-ROFFY: Let me just this
25 equipment.

1 (Pause.)

2 MR. TOM ROTH-ROFFY: Sorry.

3 MR. STANLEY R. JONES: I was looking as he was
4 telling me this and I could see that the window was
5 black, and the top eight, nine, ten inches of the door
6 frame was ~~blowing~~ billowing out thick, dark, black
7 smoke. I turned to Lee and I said, is everybody out of
8 the booth? And out of the corner of my eye, caught the
9 third engineer on watch, Dan Rhodes in the auxiliary
10 room. And Lee said, yes, everybody is out. And I
11 said, okay. And I said, get out of here. I am not
12 sure exactly what I said at that point. I knew we had
13 a hell of a problem. And the thought in my mind was I
14 need to initiate a fire alarm, I need to initiate some
15 communications to the bridge. And I kind of did a
16 little spin and then I, as I was leaving the engine
17 room, I realized, number one, we don't have a fire
18 pull, we don't have access to a general alarm, and we
19 don't have access to a fire alarm. We have access to
20 no phone outside of that booth. So, my world was
21 crashing around me at that point, so I continued on up
22 and I am thinking, okay, I have got an option, I have
23 got the Co2, but, at that point it wasn't really an
24 option, but it was cropping my mind.

25 I ran from the booth, exited the engine room,

1 ran directly to the starboard corridor which was the
2 closest sound--powered phone at this point adrenaline
3 had taken over, with a couple of packs of cigarettes
4 and I am dialing the bridge, and I yelled at the
5 bridge, I said, this is not a drill, this is a fire.
6 There is a fire in the engine room, the control room is
7 engulfed. Sound the fire drill, fire alarm. And I
8 think I continued on with muster the ~~east~~-E squad
9 starboard hatch to the engine room.

10 At that point I turned and I noticed my chief
11 engineer, who kind of hand signaled me, you know, I
12 don't know how to explain it, but it was an eye
13 contact, hand signal, he was in this, hand signal, eye
14 contact communication and he was asking me what did,
15 did I get the bridge, and I acknowledged I got the
16 bridge. I turned, I ran back, I came in contact with
17 Tom Cook, and I said, I told Tom, I said, let's get to
18 the emergency gear locker, let's get an OBA and let's
19 get moving. And at that point I got to the gear
20 locker, and the gear locker was locked. So, I turned
21 quickly, thinking, okay, where is the key, where is the
22 key, and I am thinking, okay, I am going to beat this
23 lock off if I have to and then it dawned on me where
24 the key was. And at that point I had pretty much the
25 engine room staff with me. I had Lee Chapman, Dan

1 Rhodes, and Tom Cook. And I am yelling at them, it is
2 just inside the door in a break in glass. So, they
3 accessed the key, got the key, got the OBA out. I
4 donned the OBA, by this time the chief engineer is back
5 to me. And ~~he~~ him and I had a short discussion, real
6 short and we both ~~came~~ come to the conclusion that we
7 needed to make sure that the bus tie to the emergency
8 generator was open. And I just said, let's go, and so,
9 at that point him and I went down into the engine room.
10 And I think I turned and said something to somebody, I
11 said, keep everybody out of the space until you hear
12 from me. I am not sure if I said that, but that
13 thought was in there.

14 The Chief and I went down in the engine room.
15 And I had a flashlight and I am not sure if I had the,
16 our big red one or a small regular flashlight. And I
17 felt the door, I didn't get much of a heat sense, and I
18 dropped down on one knee and I said, okay, what do we
19 need, Chief, and he said, he told me, he said, we need
20 that bus tie secured ~~to~~ make sure it is secured. Make
21 sure that bus tie is open. I said, okay, I am
22 going. The Chief opened the door, and ~~apparently~~ it
23 was real dark in there. So, I dropped down as close as
24 I could get to the deck, and I knew exactly where the
25 bus tie was, I wasn't, I didn't feel any danger or any

1 problems with for myself, I was just worried about
2 getting the ship in a safe and secure mode. So, I
3 crawled 15 feet into the booth and I am running into
4 the chair and I know pretty much I am close to where
5 the engineer sits, I am kind of judging where my bus
6 tie is. And I turn the flashlight to my face mask and
7 I couldn't see the light, so I said, oh, boy, you are
8 in deep trouble. So, I said, let's get out of here, to
9 myself, backed out, and I told the Chief, I said, I
10 need a life line so I can get my butt out.

11 The Chief said, okay. He slammed the door
12 shut and let's go. The Chief has got a rag over his
13 face. He can't hardly breathe. We exited the engine
14 room on the starboard hatch, and that is when my first
15 assistant engineer showed up, Glen Scott. Or he was
16 already there. He may have even been down into the
17 engine room at that point. He may have done a little
18 ~~Constellation~~ confab right there. More than likely he
19 did. We exited the engine room. _Glen donned an OBA.
20 We got a life line and we went back down in. Myself,
21 Glen Scott, Chief Engineer. And again, we all
22 confirmed that we needed to make sure the bus tie to
23 the emergency generator was open. I had the lead on
24 the life line, so I went first, and Glen was behind me,
25 the Chief held the door open, I dropped down on my

1 hands and knees and my elbows, and crawled head long
2 straight into the booth. At that point I am just
3 nervous because this could get away from us. And I
4 said, we are in deep shit.

5 And as I was passing the breaker panels, I
6 could hear them crackling and popping and I am not sure
7 if it was arcing, I can't put a finger on that. I
8 can't put a finger on any flash of electrical light.
9 And I am close to the, I know I am close to the breaker
10 panel and I am just moving forward and I have got the
11 chair on my left and I know where I am at, and I am
12 dropped down as far as I can get and I am trying to
13 shine the light on the panel, so I can get this
14 particular switch that I am trying to get to, is
15 encased or in, outlined in yellow and black tape. It
16 is an indicator tape and it has got a note on there, if
17 you are not smart enough to know what this button is,
18 don't touch it, and other things like that. And I find
19 it, so, I move forward and I reach to touch it and I
20 got about maybe three, four inches away from the panel,
21 and I got a blue arc to my hand, and I knocked my hand
22 back. And I turned to Glen and I yelled, I said, panel
23 is hot, don't touch it, the panel is hot. He crawled
24 over the top of me, and hit the breaker with the
25 flashlight, thus opening the breaker. And I yelled to

1 him, I said, let's go, and he turned to go and he
2 reached up and hit two more breakers. We moved further
3 towards the door, we know where we are at, he hit
4 another breaker and it exploded.

5 At this point we are, what is going through
6 my head is, we still have got power to that board and
7 we shouldn't have power to that board. We got back
8 outside. We shut the door. At this point it becomes
9 technically foggy. We left the engine room. My pack,
10 the alarm went off. We exited the engine room, tried
11 to get some sense of order at the hatch, where we
12 entered the engine room, and that was somewhat chaotic.
13 _Got a new air bottle, and we decided to go back down
14 with Co2. There was already a couple of extinguishers
15 set out, down by the booth, I am not sure who put them
16 out there. And then we just continued on.

17 We just decided that, I think we went back
18 down into the engine room. I, assessed the situation
19 again. Myself and Glen Scott started lining up the
20 starboard engine. We ~~were using one~~ didn't want a dead
21 ship. The Chief was taking care of the generators. I
22 know that the Chief and the First were talking back and
23 forth about the generator and that they would go that
24 way. And we were thinking fire pumps, and there were a
25 couple of hundred things going through your head at the

1 time. _The one big one was, was we didn't want the ship
2 to do able not to make way. We didn't know exactly
3 where we were. And we were, because we didn't have any
4 communication with the bridge, us three, didn't. And
5 that is pretty much it.

6 We got the starboard engine lined up, we were
7 only lacking maybe one valve to get it finished lining
8 up, when the Chief decided to, he didn't want to go
9 ahead and line up the starboard engine, which was is
10 our emergency engine when we lose power. I think, I
11 don't know that.

12 MR. TOM ROTH-ROFFY: Go ahead. It is fine.

13 MR. STANLEY R. JONES: I am kind of rambling
14 at this point because there it is a little bit foggy.

15 MR. TOM ROTH-ROFFY: Please continue.

16 MR. STANLEY R. JONES: And it is a little bit
17 because this is where the chaos comes in, up to this
18 point everything is pretty much boob, boob, boob -- we
19 pretty much know we have got a problem. We pretty much
20 know how to handle it. But, it is a little chaotic at
21 the top of the hatch.

22 Questions at this point would be more than
23 welcome.

24 MR. TOM ROTH-ROFFY: What I have asked you to
25 do is try to just, try this, try to visualize, if it

1 (would help to close your eyes, try to draw from your
2 memory, I mean, it is maybe a chaotic memory, if you
3 can, and just try to, try to recall what happened at
4 the top of the hatch, when you went down and just kind
5 of, as you are visualizing it, try to vocalize.

6 MR. STANLEY R. JONES: Well, the Chief is
7 giving directions. He is telling us what we need to
8 get done, what he wants done. We are also making input
9 as to, in case he oversees something, or misses and
10 ~~this is something.~~ -- The fuel oil for the main
11 engine, the management, auxiliary engines, at this
12 point we have decided to eliminate the generator, the
13 main generator from the system. The fuel OIL shut off
14 valves are located on the car deck. Those were secured
15 to all operating pieces of equipment in the engine
16 room, boiler, all three generators, both engines, the
17 fuel-oil sepaerators, were secured from the car deck.
18 And then we were just in and out of the engine room and
19 then we secured three air bottles, because we wanted to
20 keep air on hand in case we needed to light off ~~started~~
21 the starboard engine and deal and be able to operate it
22 remotely. It was Aat that point there was just a lot
23 of running, you know, just taking care of a lot of
24 minor things that needed to be taken care of.

25 MR. MIKE JONES: At what point did the Coast

1 Guard arrive?

2 MR. STANLEY R. JONES: You know, that is, that
3 is a good question, I am not quite sure, sir. I would
4 say the Coast Guard was there, they were in short
5 order. They were standing by. Now, Glen and I and the
6 Chief had made more than, we were several trips in and
7 out of the engine room. At this point we had released
8 the fire screen doors. At that point we all decided
9 that, okay, we have got to box fire, we have got it
10 contained. It is not going anywhere, as long as those
11 doors aren't open, as long as the fire screen doors are
12 closed, we have got a simple container fire, with no
13 oxygen. We have got no fuel to it and we have got no
14 electricity to it. We got no air to it. It is going
15 to quiet down. At that point we had the Coast Guard
16 somewhere in that area, the Coast Guard boys had
17 arrived. And through the four of them, and the three
18 of us, we decided we are going to go and make sure that
19 this is what we have and what we had come to the
20 conclusion that we do have.

21 The Coast Guard entered the space, two men.
22 We ~~sprayed~~ shot Co2 into the board through ventilation
23 ducts. ~~At~~ In the bottom of the board there are air
24 ventilation ducts, and we tried to access the Co2
25 through the ventilation system or the ventilation ducts

1 in the control panel. We removed some, the Chief threw
2 out some life preservers, it was four life preservers
3 stuck in the wall. And when I say stuck in the wall, I
4 don't mean stuck in the wall, I mean, they were in a
5 space between the wall and the control panel. And we
6 continued on at that point and we went through two,
7 three, four Co2 canisters, 20 pounds, maybe one 10
8 pounder, and a five pounder. At that point ~~That is~~
9 when we decided it is time to take the panels off and
10 because we are still getting heat, the heat is still
11 being generated at this point, at least that is what we
12 thought. — So, we removed some of the panels, the two
13 middle ones. Glen Scott ripped the breakers out of the
14 panel, and come to find out the breakers were still
15 cooking. So, we threw a breaker outside, Co2ed it
16 outside of the booth. And at that point we just
17 started dissecting the fire, you know, let's get to the
18 end, let's get to wherever it was still cooking. And
19 we accessed the 100 pound Co2, probably went through
20 half of that in the board.

21 Before we opened that panel, I will add this,
22 we shut, we secured the emergency generator. Because
23 we still didn't know whether or not we had heat to
24 that, and when I say heat, I mean, electricity to that
25 bus. And at this point nobody was hurt, so, there was

1 no reason to take any more chances. And we pretty
2 much, the situation was under control and in hand.

3 So, that is about where we are.

4 MR. TOM ROTH-ROFFY: After the first time you
5 made entry with the First Engineer, you went in and
6 ~~kicked~~hit those breakers and you came back out, you
7 went up to the top of the outside, exited the engine
8 room and you said you got a new bottle.

9 MR. STANLEY R. JONES: Right.

10 MR. TOM ROTH-ROFFY: And then you went down in
11 the engine room.

12 MR. STANLEY R. JONES: Right.

13 MR. TOM ROTH-ROFFY: Did you reenter the
14 control room with that new bottle at that point or what
15 did you do after that?

16 MR. STANLEY R. JONES: Well, the space was, we
17 had no ventilation, so, the space, itself, the engine
18 room space, the auxiliary engine room, the auxiliary
19 engine room especially, was engulfed in a light gray
20 smoke. But, it was that burning insulation, wiring
21 insulation and it was pretty toxic. So, we just ~~dawned~~
22 donned OBAs to secure the valves, line up the starboard
23 engine for making way and making sure we had air
24 bottles in-tact. At this point, at that point we were,
25 we had basically discounted the control room as an

1 entity of the vessel. We wanted to make sure that we
2 had the engine in-tact and a way to operate it.

3 MR. TOM ROTH-ROFFY: And while you were having
4 lunch and the lights started flickering, could you
5 describe that flickering, lights --

6 MR. STANLEY R. JONES: It was a strange
7 flicker.

8 MR. TOM ROTH-ROFFY: And how long did that
9 persist, and when it ended? When do you recall the
10 flickering stopped and the lights either came on or
11 went off and stayed in that ~~position~~condition?

12 MR. STANLEY R. JONES: Well, I think that is
13 the reason I made a comment about it is ugly. Because
14 normally if you lose power, the lights may flicker once
15 and go right back out. Because the emergency
16 generator, you can tell when the emergency generator
17 picks up the load. I don't know, it is hard to explain
18 because you have got to be there to see it. But, this
19 time, I looked at the overhead and the lights flickered
20 probably three to four times, bang, bang, bang. It was
21 indicating to me that something other than just a
22 normal loss of a load, you know, for whatever reason,
23 an engineer switched the generators and we didn't
24 parallel them correctly and it tripped out or whatever.
25 This just didn't seem normal to me. But, I could hear

1 as we were leaving the mess hall, I could hear the
2 emergency generator engine come on, but now whether or
3 not the auto synchronization switch picked it up, I
4 don't know. And that is when Glen hollered, I am going
5 to the E room and he departed me and the Chief.

6 MR. TOM ROTH-ROFFY: Do you remember how long,
7 this light, was this three or four times and the lights
8 went out or was it for a period of several minutes?

9 MR. STANLEY R. JONES: Oh, seconds. This is
10 just a ---milliseconds, bang, bang, bang and then out,
11 and then at that point I am assuming the generators
12 come on. Because now I am navigating down the
13 passageway, so I am not really paying attention to the
14 lighting system. Flashlight in hand.

15 MR. TOM ROTH-ROFFY: You said that you had
16 trouble finding the key for the emergency gear locker.

17 MR. STANLEY R. JONES: Yes.

18 MR. TOM ROTH-ROFFY: Did you know where that
19 key was, obviously at the time you didn't, but had you
20 ever had ocasssion to --

21 MR. STANLEY R. JONES: Yes, I know exactly
22 where that key is and I can take you to it now, and I
23 can take it you to any time. It was, I don't know,
24 something clicked in there and I went brain dead for a
25 second. And I got three guys yelling at me, it is

1 locked, it is locked, it is locked, so, I, my brain
2 went dead for a second._ And I just started looking for
3 something, I am going to beat this door apart, one way
4 another, I am getting in there. And then it clicked
5 the key is in the, inside of the engine room doorway,
6 in a glass enclosed case.

7 MR. TOM ROTH-ROFFY: Now, you also said that
8 the emergency generator bus tie in, on the main switch
9 board, you decided or the Chief and you decided that
10 that needed to be opened.

11 MR. STANLEY R. JONES: Absolutely.

12 MR. TOM ROTH-ROFFY: And what, what led you to
13 believe that that was something you needed to do?

14 MR. STANLEY R. JONES: We wanted to make damn
15 sure that no electricity was being fed back from the
16 emergency generator to the main bus. At that point, we
17 didn't actually know what our situation was. We wanted
18 to eliminate any potential problems. And that, you
19 know, I am not saying that is the problem, but it is
20 just one elimination. In a situation like this, you
21 want to get rid of all the ugly ducklings, you know,
22 the one that is going to jump up and bite you.

23 MR. TOM ROTH-ROFFY: Do you recall seeing
24 either the, number one or number two ship service
25 diesel generator running?

1 MR. STANLEY R. JONES: No, I didn't, I didn't
2 enter into that area. The Chief was taking care of
3 that, along with, I believe Dan Rhodes and/or the
4 First.

5 MR. TOM ROTH-ROFFY: Okay. - So, you don't,
6 you didn't see anything.

7 MR. STANLEY R. JONES: No. I didn't even go
8 that way. My main concern was the control room.

9 MR. TOM ROTH-ROFFY: So, you did not reenter
10 the control room until the Coast Guard fire fighters
11 arrived on scene.

12 (Pause.)

13 MR. STANLEY R. JONES: Its foggy . . . I am
14 going to have to say no.

15 MR. TOM ROTH-ROFFY: Okay.

16 MR. STANLEY R. JONES: I think we, the three
17 of us, the Chief, myself, the First, I know we were
18 having a discussion right there at the booth, and the
19 Chief said that is okay, it is controlled, it is not
20 going anywhere. Leave the door shut, let it do its
21 thing. And then he was telling the First, we have got
22 both generators off line, and we are on the E circuit
23 and the breaker is open. Let's not go back in there.
24 I think it was the Chief's decision not to go back in
25 there. Which was OK with me.

1 MR. TOM ROTH-ROFFY: Now, when you went in
2 with the First behind you and you reached up to trip
3 that bus tie, you say your hand was a couple of inches
4 from the switch board.

5 MR. STANLEY R. JONES: Three, four.

6 MR. TOM ROTH-ROFFY: And did you see an arc?

7 MR. STANLEY R. JONES: Yes.

8 MR. TOM ROTH-ROFFY: And did you feel it?

9 MR. STANLEY R. JONES: I felt it.

10 MR. TOM ROTH-ROFFY: Did you have gloves on

11 MR. STANLEY R. JONES: No.

12 MR. MIKE JONES: You had your bare hands.

13 MR. STANLEY R. JONES: Stupid.

14 MR. TOM ROTH-ROFFY: Okay. -I am going to
15 stop now and let Terry ask a couple of questions now.
16 And I would like to go on and come back again.

17 MR. STANLEY R. JONES: Sure.

18 MS. TERRY WEAVER: I am Terry Weaver, the
19 Survival Factors Investigator. ~~Basically~~ And I just want
20 , and I am going to ask you a couple of questions
21 concerning the emergency procedures. I met you earlier
22 when we first got onboard.

23 MR. STANLEY R. JONES: Sure, sure.

24 MS. TERRY WEAVER: Have you ever had any
25 formal fire fighting training?

1 MR. STANLEY R. JONES: Yes.

2 MS. TERRY WEAVER: Can you explain what you
3 had?

4 MR. STANLEY R. JONES: I had normal fire
5 fighting training with the United States Navy. I have
6 also done fire fighting schools ~~here in~~with the State
7 of Alaska. I completed the Coast Guard requirement for
8 fire fighting, requirements for my license. And that
9 is pretty much it.

10 MS. TERRY WEAVER: Are you a member of the
11 fire fighting team on the Columbia?

12 MR. STANLEY R. JONES: Yeah, I am a member of
13 the emergency squad, which is, technically the fire
14 fighting team.

15 MS. TERRY WEAVER: If you know, about how many
16 people make up the emergency squad that is responsible
17 for fire fighting?

18 MR. STANLEY R. JONES: I ~~don't~~should know
19 that. Although our station bill was just rearranged,
20 because we just came out of the yard for ~~a~~the new
21 SOLAS and ISM requirement. My station was actually
22 changed from what it was last year. Last year I was, I
23 was stationed in the emergency generator room during
24 the fire.

25 MS. TERRY WEAVER: So, you don't have an idea

1 about how many make up the team? If you don't, that is
2 okay.

3 MR. STANLEY R. JONES: Ten, I don't know.

4 MS. TERRY WEAVER: Around.

5 MR. STANLEY R. JONES: I am not going to give
6 you a number ~~guess~~, I don't know.

7 MS. TERRY WEAVER: Okay. So, you
8 participated in fire drills with the fire team?

9 MR. STANLEY R. JONES: Absolutely.

10 MS. TERRY WEAVER: Okay. Have you ever
11 simulated an electrical fire?

12 MR. STANLEY R. JONES: Oh, yeah. We do that a
13 lot.

14 MS. TERRY WEAVER: Okay. ~~Do~~ Yyou simulated
15 ~~to~~ something similar to what happened?

16 MR. STANLEY R. JONES: No.

17 MS. TERRY WEAVER: In this case?

18 MR. STANLEY R. JONES: No. Generally, no. We
19 will simulate a grease or a gallery fire, an electrical
20 fire, an electrical fire say in a stateroom. I don't,
21 I don't recall ever being involved in a simulation
22 directly in the engine room per se.

23 MS. TERRY WEAVER: And how long have you been
24 on the Columbia?

25 MR. STANLEY R. JONES: Oh, I have been here

1 off and on for 10 years.

2 MS. TERRY WEAVER: About 10 years.

3 MR. STANLEY R. JONES: Off and on.

4 MS. TERRY WEAVER: Off and on.

5 MR. STANLEY R. JONES: ~~This~~ Different vessels,
6 you know, a couple of weeks here, this is has been my
7 permanent ship since the middle of last year.

8 MS. TERRY WEAVER: Okay. And since that time
9 you don't recall participating in a fire drill --

10 MR. STANLEY R. JONES: No.

11 MS. TERRY WEAVER: Simulation?

12 MR. STANLEY R. JONES: The way you put that,
13 it sounds like we don't do fire drills. We do fire
14 drill every week. We do simulated electrical fires,
15 but per se to simulate a fire at that board, it is
16 almost, it is hard to do because the space is not only
17 a control panel for the electrical power system, its
18 also the space for the main engine console. And its
19 really hard to get a bunch of guys in there with a hose
20 and a whole bunch of people in there that don't know
21 what there're doing --

22 ~~----- (Tape ended.)~~

23 ~~----- MR. STANLEY R. JONES: -----~~ and accidentally
24 bump or move or hit a switch and turn on the pumps and
25 i.e. maybe even trip a generator out, that simulation

1 would have to be done under a very controlled
2 environment. I personally as an engineer want five or
3 ten watch— deck hands, fire fighters, with CO2
4 canisters, wandering around the inside of my engine
5 room booth, with the possibility of tripping out a
6 generator, and/or causing a problem. Not, I am not
7 saying it wouldn't -- don't talk about ~~it~~this. But to
8 simulate or to practice a fire drill on that board
9 would be hard to do, not impossible, but hard.

10 MS. TERRY WEAVER: Was the presence of the
11 Coast Guard in that space, was that a help or was that
12 a --

13 MR. STANLEY R. JONES: Oh, the guys were
14 great. They were awesome, I applaud them kids.

15 MS. TERRY WEAVER: So, that was four
16 additional people in there. There were seven people in
17 that space. Did that --

18 MR. STANLEY R. JONES: At that point we have
19 got a problem, I don't care what they touch.

20 MS. TERRY WEAVER: Okay.

21 MR. STANLEY R. JONES: But, in a drill, I do
22 care what they touch in that engine room.

23 MS. TERRY WEAVER: And so since they didn't
24 have a drill in there, if there was, since there was a
25 fire in there, as in this case, were you expected to

1 put out a fire that involved the panel, since the other
2 fire fighters hadn't drilled to do that? I mean, if
3 that happened --

4 MR. STANLEY R. JONES: I don't understand your
5 question.

6 MS. TERRY WEAVER: Were you expected to do
7 what you did?

8 MR. STANLEY R. JONES: Absolutely.

9 MS. TERRY WEAVER: The three of you in the
10 engine room.

11 MR. STANLEY R. JONES: I don't quite
12 understand your question, but to answer it, was I
13 expected? Was it part of my duties or was it a morale
14 thing, what we did or what?

15 MS. TERRY WEAVER: No, as part of your duties,
16 okay --

17 MR. STANLEY R. JONES: Part of my duties is on
18 the E squad.

19 MS. TERRY WEAVER: Okay. Yeah, if you drill
20 in that space and people know if there is a fire you go
21 to the control ~~booth~~room, since you hadn't, since you
22 said that it is not realistic to maybe have a drill,
23 you know, in that small space, if something happens
24 down in there --

25 MR. STANLEY R. JONES: We talk about it all

1 the time.

2 MS. TERRY WEAVER: Okay.

3 MR. STANLEY R. JONES: Not only just, not only
4 just, not only just during drills, we talk about it
5 constantly. We talk about what ifs, you know, as a
6 matter of fact, even here just recently, we left the
7 shipyard, we had a drill and we will do drills if we
8 are parked at the dock, there is no problem with doing
9 a drill in the control room or in that confined space.
10 And we talked about, okay, if we have a problem here,
11 which breaker do we hit? - If we have a problem here,
12 which breaker do we hit? All non-essential, blah,
13 blah. This type of discussion is carried on in that
14 engine room constantly. I mean, here we are, we are in
15 the middle of the ocean and we are on our own. You
16 just don't drive to the fire department to put these
17 things out. So, yes, we do talk about it constantly.

18 MS. TERRY WEAVER: Could you have used any
19 help from the other fire fighters, could they have
20 helped in any other way?

21 MR. STANLEY R. JONES: No, I don't want
22 somebody, I personally don't want somebody in the
23 engine room that doesn't know what they are doing.
24 That is why to me it is an necessity, it is, if I was
25 writing the requirements, it would be required to even

1 a wiper to go through a fire fighting class. Deck
2 hands don't ever go into an engine room. Rarely,
3 rarely, do the deck officers go into the engine room.
4 They are going in blindly. It is, it is impractical
5 for me to ask a deck officer or a deck hand to go shut
6 off a valve that he has no concept where it is at, and
7 it maybe our life line. And that is why I am getting
8 ~~there~~at. It would be like if you were sitting in an
9 airplane, and you are part of the fire fighting team
10 that goes into the cockpit, and the captain tells you
11 to go up there and lower the landing gear, are you
12 going to be able to do it, absolutely not. You can't
13 expect those people who don't go in those spaces,
14 although I do believe and this is in my own mind and I
15 am a firm believer of this, because I am one advocate
16 of safety and fire fighting onboard these ships and I
17 believe that it should be required by the State of
18 Alaska and the captains of each vessel, that the chief
19 mate, the second mate and the third mate make a round
20 in the engine room when they come to work. Find out
21 where the hell they are at. That is a personal
22 opinion.

23 MS. TERRY WEAVER: All right. Did you have any
24 radios, did you have a radio down there?

25 MR. STANLEY R. JONES: No, that was another

1 problem.

2 MS. TERRY WEAVER: Okay. How did that
3 present a problem for you?

4 MR. STANLEY R. JONES: I had no communication
5 with the Captain. The Captain doesn't know who you are
6 in trouble. And he doesn't know ~~who has~~ if we've got a
7 problem. When we lost that control room, we lost the
8 heart of the ship. We lost ~~a hell of no~~ a life line,
9 we had no life line. We didn't have a way to throw a
10 life line to the Captain. ~~Everything~~ And thereby, for
11 some reason, I think the control rooms are safe places
12 and in most cases they are. This vessel was one of a
13 few that I know of that have power panels in the space
14 where you have your controls. And this is a perfect
15 example of why they should not be. They should be two
16 separate spaces. You can't put that much power in one
17 room, and try to run and operate the engine in an
18 electrical climate of this vessel, if it goes down in a
19 handbasket and the proof of the pudding is right here
20 today, on the 6th at 12:10. Most of these vessels, the
21 Taku, for instance, the control room is one separate
22 room. It is all by itself. It has, all it has is
23 controllers in there. Just on and off switches. It
24 has no power going into it. And you are talking five
25 hundred volts moving through there and just zipping

1 around like, I mean, it is like putting Kansas in
2 Barstow, California.

3 MR. MIKE JONES: Is there a guy sitting in
4 that room?

5 MR. STANLEY R. JONES: In the control room?

6 MR. MIKE JONES: In that control room?

7 MR. STANLEY R. JONES: That control room,
8 while we are under-way, and in most cases is always
9 manned with either one, two, or three people.

10 MR. MIKE JONES: Are they manned with radios,
11 VHF radios?

12 MR. STANLEY R. JONES: No, there is no need to
13 use them.

14 MR. STANLEY R. JONES: Okay, I am, I think I
15 know where you are going with that, sir.

16 MR. MIKE JONES: Yes.

17 MR. STANLEY R. JONES: No. It is an
18 impractical, and I am not sure the words I am trying to
19 get through here, but I want to make this, those radios
20 should never been in that booth. You have got too
21 much, in my opinion, they have got too much explosive
22 power in that one room. And you have got too much loss
23 of control of this vessel in that one room. The heart
24 of the boat is in that room. And somehow it has to be
25 segregated and these other vessels and you can walk

1 over to the Taku and the all of the electrical panels
2 are out of that space. So, it is separate space.

3 MR. MIKE JONES: And I am thinking in terms
4 of, when I am thinking of terms of communication and in
5 emergencies.

6 MR. STANLEY R. JONES: In emergencies, in the
7 normal emergency, we have access to sound power phones.
8 We have access to everything else.

9 MR. MIKE JONES: Yes.

10 MR. STANLEY R. JONES: But, those, the VHF
11 radios are just set off to the side until we use them.
12 Usually at docking, or fueling or --

13 Mr. JEFFREY HURST: Those radios are, those
14 radios are only used with the engine room for fueling
15 and stuff, because they only have to go up in the
16 engine room, one deck up, but those radios are, a lot
17 of times do not even reach the bridge because there is
18 too much steel. So, whenever anybody, like the
19 watchman or anybody is down below the deck, the car
20 deck, like when they are doing their round down the
21 steward quarters or in the engine room or wherever, a
22 lot of times you can't even get through to the bridge.
23 So, we are talking about these radios, but the radios
24 really don't even work from down below that car deck.

25 MR. MIKE JONES: So --

1 Mr. JEFFREY HURST: So, sometimes they do, and
2 sometimes they don't.

3 MR. MIKE JONES: Any suggestions as to how you
4 can keep your communications in case you lose your
5 sound power mikes, such as in this case?

6 MR. STANLEY R. JONES: Yeah, have another
7 sound powered phone other than the one just in your
8 heart.—

9 Mr. JEFFREY HURST: Well, that plus, I think
10 there is such a thing as a repeater that could be
11 mounted somewhere, which I think we, I haven't
12 personally requested one, but I think it has been
13 requested here and there and denied.

14 ~~Mr. MIKE JONES: I think they had got to have~~
15 ~~some way to communicate.~~

16 MR. STANLEY R. JONES: I think they got to
17 have some way to communicate. I agree with you,
18 sir. And I have looked into the situation where
19 one of my recommendations I made to one of the
20 chief mates. We need at the top of that hatch, I
21 need a general alarm. I need a fire alarm and I
22 need a sound powered telephone, as close to that
23 hatch as I can get, so that I have communications
24 with the captain. You know, one of the thoughts
25 going through my head when I did this, was, how

1 many people are on here, how many people am I
2 responsible for? And what made me the maddest the
3 most, is no access to communications. In that
4 engine room space, in the auxiliary engine space,
5 in the MSDB room, eliminate that, in the auxiliary
6 engine room space, in the main engine space, there
7 is no fire pull. Not one. Not one.

8 MS. TERRY WEAVER: Say that again?

9 MR. STANLEY R. JONES: There is no fire pull.

10 MS. TERRY WEAVER: Okay. Not in the engine
11 room, engine space?

12 MR. STANLEY R. JONES: Nowhere in the engine
13 room space on the Motor Vessel Columbia is there a fire
14 pull. In other words, if the chief mate was on the
15 bridge, and I had a fire in the engine room, I could
16 have stepped right outside of the control booth and
17 pulled the fire alarm.

18 MR. MIKE JONES: Is there a fire pull in the at
19 control booth?

20 MR. STANLEY R. JONES: No, sir. But, it would
21 have done us no good in ~~this condition~~ Mr. ?. In this
22 case, if that electrical panel in that booth, we can't
23 think is it in the engine, is it in that booth? We
24 have got to remove it. You, as a sailor, know what I
25 am talking about. You, it has to be in another

1 location. One of two things have to happen here. We
2 have to separate the two, the control room, and that
3 power panel, and/or get some communications outside of
4 that booth to the captain. We were less than an hour
5 away from a major, major problem. We were less than 20
6 minutes away from a major loss of life. At 12:30 that
7 booth would have been filled with the entire engine
8 room staff, waiting on a fire and boat drill. We were
9 just really, really fortunate that it went the way it
10 went. And we no longer can block engine room hatches
11 with automobiles because of revenue.

12 MS. TERRY WEAVER: Explain that, sir? You
13 mean the engine room escape hatch?

14 MR. STANLEY R. JONES: No, the engine room
15 hatches. Approximately one year ago, I made myself
16 known that I don't agree with parking cars next to the
17 engine room access hatch. And I went through this with
18 several people. I went to a safety meeting, and that
19 yellow pad you see painted down by this engine room is,
20 through my sniveling, and complaining and yelling and
21 screaming, if we get a problem, that is one of the
22 problems with the Alaska Marine Highway, their safety
23 record is bar none some of the best, because they have
24 been damn lucky. Things happen, they do happen and you
25 have to look at the potential of the problem. A lot,

1 and I just, anyway, I made a complaint that you can't
2 get into the engine room with, you can't muster 15, 20
3 people at that engine room hatch to access that fire.
4 That is why that yellow was painted there. This time
5 there was a car parked in that yellow zone. And some
6 of the comments have been made to me, well, we have to
7 have revenue. Well, bite me. I am sorry. Your life
8 means more to me than a \$200.00 car.

9 MR. MIKE JONES: Now, the size of space you
10 are talking about, is about one car?

11 MR. STANLEY R. JONES: It is about one car.

12 MR. MIKE JONES: One car.

13 MR. STANLEY R. JONES: Yes, sir. Life is
14 worth more than that car space to me.

15 MS. TERRY WEAVER: Before we leave the area of
16 fire drills, the Coast Guard observed fire in an
17 abandoned ship drills on May 19, 2000, were you present
18 on a Coast Guard inspection? Coast Guard came onboard?

19 MR. STANLEY R. JONES: May 19th, I was --

20 MS. TERRY WEAVER: May 19th. You were?

21 MR. STANLEY R. JONES: I was? No, I wasn't.

22 MS. TERRY WEAVER: Oh, you left --

23 MR. STANLEY R. JONES: I had gone. Pardon me.
24 I was home.

25 Mr. JEFFREY HURST: I was present.

1 MR. STANLEY R. JONES: Why did you answer for
2 me?

3 Mr. JEFFREY HURST: I thought you were there.
4 You left that day. The 19th I was off.

5 (Pause.)

6 MR. STANLEY R. JONES: I would have to look at
7 a calendar to make sure.

8 MS. TERRY WEAVER: Okay. The question we
9 really wanted to know, was this, the same fire team
10 that responded to this emergency, were they the same
11 fire team members that participated in this fire drill
12 in May?

13 MR. STANLEY R. JONES: Nine chances out of
14 ten, no.

15 ~~MS. TERRY WEAVER: Partially.~~

16 MR. STANLEY R. JONES: Partially.

17 MS. TERRY WEAVER: Partially.

18 MR. STANLEY R. JONES: Partially. In order
19 to ~~one or two~~, because we are a transiet, I use
20 the ~~term~~ loosely, we are ~~like on a~~ transiet
21 employee baseds, company.

22 Mr. JEFFREY HURST: That is probably a
23 question you should ask me. And we can look it over --

24 MS. TERRY WEAVER: Okay.

25 Mr. ~~JEFFREY HURST~~ Doug Stern: I mean, if you

1 want actual crew members that were here. There were,
2 Doug Stern, alternate chief mate, a lot of the stewards
3 department was here, because actually I just had a
4 compliment from ~~ED~~Dean, who said, I drilled the crew
5 four days straight, because I knew we had all new
6 equipment, and I knew we had a new station built to
7 deal with. And since I was new on the ship, I showed
8 up, I showed up on Sunday, we had like a week and a
9 half to get the ship ready for the, we were doing the
10 annual with the Coast Guard, and we had a week and a
11 half before we were on the run. We had all this new
12 equipment, it was just installed. I, myself, hadn't
13 even, I was learning it myself. We hadn't even
14 received the manuals for it at this time. ~~But~~So, we
15 were just going by, it is, the rescue boat is the same
16 equipment as on the Matanuska, so I knew how to run
17 that one, so we were running that the same way,
18 basically. And we did have, well, the MEC is the same
19 as the Matanuska, anyway I started drilling the crew
20 members on Tuesday, and I was doing drills every day
21 until the Coast Guard showed up Friday afternoon, the
22 day you are talking about, and I wasn't, we only did a
23 whole ship's drill Friday morning. The drills I was
24 doing were isolated drills with the different
25 departments.

1 MR. STANLEY R. JONES: We were going over the
2 equipment.

3 Mr. ~~JEFFREY HURST~~ Doug Stern: We were going
4 over the equipment, and we were practicing, practicing
5 everything we needed to practice. Because everybody
6 was so busy, I couldn't stop the whole ship, I couldn't
7 stop everybody's work, and, but, I was able to get the
8 stewards out there, I brought the stewards up into two
9 groups. We went over all the life saving equipment and
10 the mustering and everything. And I was told just,
11 actually a couple of hours ago, that the drills that we
12 did that week were really helpful in this emergency.
13 There were several of the stewards that were here,
14 actually the chief steward that we talked to the other
15 day, several of the stewards were here because it was,
16 they all got off, they had a week off and they just
17 came to work, a lot of them came to work on that
18 Monday, the people that I had. So, that, I guess
19 that's about all I had, and well one thing I did, I
20 wanted to bring that up, you were talking about drills,
21 I mean, you guys, you can ask me, you can sit me
22 outside and ask, interview me if you want, one thing I
23 did with the stewards was, that was on that training,
24 was I had an expired Co2 bottle, I took them right out
25 here, right behind this dining room, on 200 deck, and

1 we had a little demonstration, we all took turns, not
2 everybody got a chance to shoot the bottle off, but, we
3 showed them how to pull pin and everybody, not
4 everybody, but the majority of them got to squeeze the
5 handle and watch the Co2 come out. So, those are the
6 types of training, because I had to take it in anyway
7 and get it recharged, and weighed. So, that is one
8 type of training that we did that week, which was the
9 week, not the week previous to the incident, but the
10 week previous to that, which was the week that a lot of
11 these people, the stewards and the unlicensed people
12 were onboard. - They work a week on, and a week off. A
13 lot of us licensed people work two weeks on, and two
14 weeks off.

15 Ms. TERRY WEAVER: Thank you for that
16 clarification.--I have a couple of other questions
17 that I would you to elaborate on. When did you finally
18 make communication with someone outside of the engine
19 room?

20 MR. STANLEY R. JONES: The communication was -

21 Ms. TERRY WEAVER: I mean --

22 MR. STANLEY R. JONES: By this time the E
23 squad has arrived. The chief mate has arrived and he
24 is trying to assemble some sense of order. I noticed
25 he has a radio. I believe by this time the chief

1 MR. MIKE JONES: Keyslo.

2 MR. STANLEY R. JONES: Mark Keyslo, yes. He
3 was kind of, he took charge of changing the air bottles
4 from myself, the Chief, and Glen Scott.

5 Ms. TERRY WEAVER: Did anyone tell you all
6 when to come out?

7 MR. STANLEY R. JONES: No.

8 Ms. TERRY WEAVER: Like if you had been in
9 there a certain amount of time?

10 MR. STANLEY R. JONES: No. The three of us
11 are knowledgeable enough with breathing apparatus that
12 we knew when the bells go off we would ~~to go out and~~
13 vacate the space.

14 Ms. TERRY WEAVER: Okay.— You mentioned you
15 used a life line. How was that used?

16 MR. STANLEY R. JONES: It was attached to me
17 when we entered the control room. The Chief held onto
18 the life line outside of the control room. Glen Scott
19 grabbed a hold of my pant leg, and away we went.

20 Ms. TERRY WEAVER: I think that is all I have.

21 UNIDENTIFIED SPEAKER USCG?: Okay. I was
22 wondering if I could follow up with a couple of items
23 on that yellow square on the car deck. You said that
24 was installed at your recommendation to . . . ?

25 MR. STANLEY R. JONES: Well --

1 UNIDENTIFIED SPEAKER: To give more area for
2 mustering ~~and the~~ fire party --

3 MR. STANLEY R. JONES: Yeah, for a number of
4 years now, I advocated that we need space at one side
5 of the engine room hatch. And so, at the safety
6 meetings, I, last year I decided to bring it up, rather
7 than just over a dinner discussion and any other kind
8 of discussion. I decided to get on a piece of paper,
9 on the safety meeting. It was decided in that safety
10 meeting that they would paint this yellow no parking
11 zone designated as a fire lane.

12 UNIDENTIFIED SPEAKER: Okay. And can you
13 account for, since that time, initially did they not
14 park cars there and then they just ~~sort~~ started to
15 park the cars there all over the time as they became
16 complacent about that or can you account whether
17 there was a vehicle here in violation of that zone or -
18 -

19 MR. STANLEY R. JONES: No, I can't account for
20 why.

21 UNIDENTIFIED SPEAKER: In your experience, so
22 has cars that took to park over that --

23 MR. STANLEY R. JONES: In my experience, at
24 least when I am on the boat, I know the Chief Mate
25 really tried to work well with the engine room and they

1 try to work well with me and I know that we try, we
2 really do try to keep the space clear. But, there is
3 always the pressure to put one more car on.

4 MS. TERRY WEAVER: I have one more question in
5 another area. What type of safety equipment do you
6 have in the engine room as far as like life jackets,
7 breathing apparatus, ~~what~~ or have you, ~~?~~ what standard
8 safety equipment do you have?

9 MR. STANLEY R. JONES: The safety equipment
10 down there would be four life jackets kept in the
11 control room, again. There is two self breathe masks
12 in the control room.- And that would be as far as --

13 Ms. TERRY WEAVER: If you had to escape from
14 the engine room in an emergency ~~room~~, what was
15 available to you to grab ~~would you wear that if you~~
16 needed to get out of smoke --

17 MR. STANLEY R. JONES: Breathe?

18 Ms. TERRY WEAVER: Yes, or something.

19 MR. STANLEY R. JONES: The two rebreathe
20 masks.

21 MS. TERRY WEAVER: Okay. They are smoke hoods?

22 MR. STANLEY R. JONES: I don't know.

23 (inaudible)

24 MR. MIKE JONES: You didn't have any smoke
25 hoods?

1 MR. STANLEY R. JONES: Oh, we had two. They
2 are a re breather, a canister.

3 MS. TERRY WEAVER: Okay.

4 UNIDENTIFIED SPEAKER: They are still in
5 there. I took a photograph of them -- digital
6 pictures it shows the two still on bulkhead there.

7 By Terry Weaver: Okay. That is all I have.
8 Thank you.

9 MR. MIKE JONES: ~~Okay. That is all I have.~~
10 ~~Thank you.~~ I have one question and I am done. You
11 mentioned before that you were gearing up or
12 preparing for a trainee that was going to come on,
13 on this trip. Or am I mistaken on that?

14 MR. STANLEY R. JONES: Oh, I was, I was
15 informed that we would get a new engineer that hadn't,
16 when I say by a trainee, an unfamiliar individual.

17 MR. MIKE JONES: Okay.

18 MR. STANLEY R. JONES: - A licensed individual
19 that was taking over another ship, that had not been on
20 this vessel before, so, what we do is either take the
21 day third, or the day second, and put him with, on
22 that, with that individual until they are familiar with
23 the watch, ~~and~~ until they are familiar with the
24 equipment, the control board and familiar with how the
25 vessel is operated.

1 MR. MIKE JONES: Okay.— Would you have had to
2 been, have been with that person?

3 MR. STANLEY R. JONES: Yes.

4 MR. MIKE JONES: And does that person stand a
5 six on and a six off watch?

6 MR. STANLEY R. JONES: Yes, sir.

7 MR. MIKE JONES: So, you would have to make
8 that transition from your 12/12 to the six, is that
9 correct?

10 MR. STANLEY R. JONES: Yes.

11 MR. MIKE JONES: And you mentioned to me that
12 you were gearing up --

13 ~~MR. STANLEY R. JONES: Not gearing up, but I~~
14 ~~just, maybe I mis --~~

15 MR. MIKE JONES: Just mentally preparing for
16 that?

17 MR. STANLEY R. JONES: Yes.

18 MR. MIKE JONES: I am trying to, I am trying
19 to understand what that might do to your sleep.

20 MR. STANLEY R. JONES: Nothing.

21 MR. MIKE JONES: Okay. Explain to me.

22 MR. STANLEY R. JONES: I am just, I was
23 mentally preparing because I wanted to make sure that,
24 when I give somebody information, I want to make sure
25 it is correct. I don't want them pushing the wrong

1 button.

2 MR. MIKE JONES: Yeah.

3 MR. STANLEY R. JONES: So, that is why I was

4 mentally gearing up for.

5 MR. MIKE JONES: Okay.

6 MR. STANLEY R. JONES: You know, I was, I had

7 anticipated standing a couple of watches, maybe on the

8 way down, I had anticipated on being in some start ups

9 and some shut downs situations.

10 MR. MIKE JONES: Okay.

11 MR. STANLEY R. JONES: Because I am not in the

12 booth all the time, I don't, I don't stay as sharp as I

13 should. So, what I was going to do was just ~~bone~~tone

14 up a little bit.

15 MR. MIKE JONES: Okay. Thank you.

16 MS. TERRY WEAVER: That is all I have. Thank

17 you very much.

18 MR. STANLEY R. JONES: Thank you.

19 MR. MIKE JONES: End of interview.

20 (Whereupon, the interview concluded.)

1. engineer had gotten a radio. So, the time frame --

2. Ms. TERRY WEAVER: If you don't know the time,
3. that is okay.

4. MR. STANLEY R. JONES: Ten minutes.

5. Ms. TERRY WEAVER: Okay. You can continue
6. with what you were saying. What you are aware of them
7. organizing the fire fighters and what --

8. MR. STANLEY R. JONES: They are trying to
9. organize the fire fighting team around this parked
10. automobile, oin that yellow square.

11. Ms. TERRY WEAVER: Okay.

12. MR. STANLEY R. JONES: So, myself, the First
13. and the Chief Engineer, are standing by the control or
14. the engine room hatch, leading into the engine room,
15. which is at, would have been at the forward end of that
16. vehicle, the Chief Mate is on the back quarter left
17. panel of that vehicle, and we are communicating across
18. the top of this vehicle, with everybody trying to get
19. some sense of ~~what to do~~ order to it.

20. Ms. TERRY WEAVER: Okay. What about the use
21. of breathing apparatus, was there anybody monitoring
22. who was entering this space?

23. MR. STANLEY R. JONES: Yeah, that would have
24. been Mark. ~~You know, that would be, maybe Mark.~~ I don't
25. remember his last name. A Purser, aA second purser.